

## ABSTRACT

An aircraft fuselage, with a seat chassis mounted on a set of track and guide rails. Any ejection seat chassis with an occupant attached to a guide track is ejectable along a lateral trajectory, perpendicular to the horizontal longitudinal axis of an aircraft fuselage interior, and can be guided out of the field of an imperiled aircraft during ejection by a rocket catapult system. A seat, framework, bed or chassis is enabled to eject laterally from an aircraft fuselage since a conventional hinged door is operational within a greater sliding emergency door panel which pneumatic rockets at the top and bottom of the emergency sliding door transverse the greater emergency sliding door panel including an interior fixed conventional hinge operational door along a set of tracks attached to the frame and outer fuselage of said aircraft, out of the path of the lateral ejection seat chassis or chassis', towards the rear of an aircraft where the sliding greater panel is prevented from recoiling by spring loaded latch catches; and which emergency door can also drop-slide down by pneumatic rocket assist for some aircraft where the weight, time and spatial difference between a drop-down and a slide-back emergency door or exit opening can in many instances is a benefit to use a drop-down emergency door or exit, pneumatically propelled; so that an aircraft has less nascent drag from rocket weight, and can result in a fractionally quicker or faster rate of acceleration and removal of the door, panel or canopy from the lateral ejection pathway when feasible. Wing struts can also be removed from the emergency lateral ejection exit pathway by pneumatic or other explosive charge means. Additional supporting fuselage struts and slender tempered glass panes are constructed into the fuselage for increased rigidity for the enlarged fuselage structure incorporating a same near relative number of aircraft seats for pilots and passengers, equipped with lateral ejection apparattii, and has an improved field of view. Dual airbags for positioning the legs and torso of an occupant for a safe emergency exit lateral ejection are embedded or attached to a structure directly in front of a seat chassis. A second set of pressure sensitive airbags, head, neck, spine and organ concave-convex protector are attached on both sides of a seat chassis. Three compartments for altitude appropriate parachutes and a sensor fuse box for opening said desired chute are located inside an ejection seats rigid framework back section. The invention includes an interior side mounted blast shield which a rocket catapult systems rocket nozzles face, and which rocket or rockets are locked by collar seal(s) to a said blast shields, alloy or metallic, ceramic tile backing. A track support launcher platform, column, columns or center console support the lateral ejection apparattii at a functional and comfortable level and height for the occupant or occupants. Otherwise, the tracks or guide rails can be attached directly on an aircraft fuselage floor frame or attached to a wall frame structure in an

aircraft fuselage, and can be constructed within rows with asiles on a chain motor reloading laterally aligned guide track for lateral rotor positioning lateral ejection apparattii.

**12 Claims, 18 Drawing Figures**